

The Hong Kong Daily Press.

No. 4379

九月廿二日

年辛未

HONGKONG, SATURDAY, 18TH NOVEMBER, 1871.

六月

號八十一

PRICE \$24 PER MONTH

Advertis.

Nov. 16, PETER JOYNTON, Brit. ship, 950
Watson, Yokohama Oct. 31st, 24,282
piculs Rice.—GIBB, LIVINGSTON & Co.
Nov. 17, JOHANN SMIDT, North Ger. br.,
400, Hagemann, Saigon October 13th,
9,000 piculs Rice.—BOUJAU, HUBNER
& Co.

Nov. 17, MARY BLAIR, Brit. 3-m. sch., 328,
Carson, Sydney 3rd October, 500 tons
Coal.—JOHN BIRD & Co.

Nov. 17, REBECCA, North Ger. br., 266,
Schoepfer, from Whampoa.—Wm. PITT
AU & Co.

Nov. 17, FREDERICK, North Ger. br., 226,
Tuttle, Chinkiang 7th Nov. Rice
BOUJAU, HUBNER & Co.

Nov. 17, LIZZIE, North Ger. br., 314, Osten,
Saigon 13th October, Rice.—ARNHOLD,
KARBERG & Co.

Departures.

Nov. 17, ELLORA, s.s. for Yokohama.
Nov. 17, MADRAS, s.s. for Shanghai.
Nov. 17, LINGA, for Macau.
Nov. 17, TAPARTEE, for Havre.
Nov. 17, IMOGEN, for Saigon.
Nov. 17, CAP-SING-MOON, for Saigon.

Clearances.

AT THE HAMBURG MANTIC'S OFFICE,
17TH NOVEMBER.

Lorelei, for Bangkok.

Naiad, for Sourabaya.

Passenger.

None.

Reports.

The British ship Peter Johnson reports left Yokohama on 31st October, with light Northerly winds and calms on the Ocean. Japan, as far as the Busse Chanell; from thence strong Northerly gales with heavy seas up to the 15th instant, after which moderate till arrival.

The North German bark Johanna Smidt reports left Saigon on 13th October, had light N.E. winds as far as lat. 15° 30' N., long. 114° E.; from thence experienced strong N.E. monsoons with heavy seas, after which experienced strong N.E. monsoon with heavy sea, till arrival; when it moderated.

The British 3-masted schooner Mary Blair reports left Sydney on 3rd October, experienced a heavy gale from the S.W., with heavy sea after leaving, which lasted two days, then had moderate and fine weather with variable winds; crossed the Equator on 23rd October—in long. 157° E. from thence to the Baboo Channel fine weather, after which experienced strong N.E. monsoon with heavy sea, till arrival; 44 days out.

Vessels Reported at Hongkong.
(Corrected Date.)

Vessel's Name From Dates
Sea Bull... London June 7
Drooper... Shields June 11
Corpus... Cardiff June 29
Johanna & Willem Amsterdam June 30
Alte... Hamburg July 2
Canton... Hamburg July 4
B. Bay... London July 29
Mater... Liverpool July 30
Sardis... Port Said Aug. 2
Theresa... Hamburg Aug. 4
Lochnburgh... Aberdeen Aug. 4
Isles of the South... London Aug. 11
Walgrif... London Sept. 1
S.K. der Nederlanden Rotterdam Sept. 1
Mathilda Atheling... Cardiff Sept. 1
London... London Sept. 14
R. D. Beckmore... Cardiff Sept. 14
Dunelm (s)... London Sept. 15
Discoverer... Hamburg Sept. 17
Hai-lung (s)... Aberdeen Sept. 19
Canan... London Sept. 21
Glendearagh (s)... London Sept. 23
Dr. Petermann... London Sept. 26
Laura... Newcastle Sept. 27
James Lister... Cardiff Sept. 27
Hydra... Swansea Sept. 29
Achilles (s)... Liverpool Sept. 29
Ingeborg... Hartlepool Sept. 30

SECTION SALE To-day.

LAMMERT, ATKINSON & Co.

Sugar, Tobacco, &c.

STEAM YACHT EARLY BIRD.

The above Vessel is open to hire for EXCURSION TRIPS.

For Terms, apply to J. S. HOOK, SON & Co.

1m 1882 Hongkong, 25th October, 1871.

NOTICE.

A LECTURE ON JOHN KEEF will be delivered by the Rev. Dr. LEESAN, in His Church, at 8 o'clock p.m. on WEDNESDAY, the 25th instant, being the eve of St. Andrew's Day.

1871 Hongkong, 7th November, 1871.

O AKEY & SONS EMERY and BLACK LEAD MILLS, BLACKFRIARS ROAD, LONDON, ENGLAND.

O AKEY'S WELLINGTON KNIFE POLISH, Knives, 3d. each; tins, 6d., 1s., 2s. 6d., and 4s. each.

O AKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

O AKEY'S SILVER-SMITH'S SOAP (NON-MERCURIAL). For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.

O AKEY'S GENUINE EMERY, GRAIN AND FLOUR.

O AKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.

O AKEY'S GOODS SOLD EVERYWHERE by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [1871] No. 18

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER.

HIS MAJESTY KING GEORGE THE FIRST.

AD. 1730.

The undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here in London or at the principal Ports of India, China, and Australia.

SHIP DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HAWKINS'S HORSE REPOSITORY.

Row of Murray Brothers, Hongkong.

HOBSES received on LIVEY.

Horses BROKEN to Harness.

HORSES, PONIES, HARNESS and CARRIAGES, for Sale. Also,

HORSE SHOEING on the most improved principles, under his own superintendence.

T. E. HAWKINS,

Late Farrier Major, Bengal Horse Artillery.

All Diseases of the Horse attended to.

1871 Hongkong, 11th August, 1871.

THE TOUGHIST'S GUIDE.

REDUCED PRICE \$1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., & with the Fungi, and Mandarin Pronouns.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

1871 Hongkong, 30th April, 1871.

NOTICE.

The undersigned are prepared to SUPPLY STEAMERS with good CARDIFF COAL at \$12 per Ton, delivered alongside.

TAN KEN SENG & BROS.

1m 1871 Saigon, August, 1871.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

SUBSCRIBED CAPITAL, \$5,000,000 of Dollars.

Court of Directors:

Chairman—Hon. R. ROWETT.

Deputy Chairman—T. PEKE, Esq.

E. R. DODD, Esq.

J. A. FOSS, Esq.

S. D. SMITH, Esq.

G. E. WELCH, Esq.

E. MELBOURNE, Esq.

Managers:

Hongkong—T. PEKE, Esq.

Shanghai—David McLean, Esq.

London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1

per cent. per annum on the daily balance.

On Fixed Deposits—

For months 2 per cent. per annum,

6 " 5 "

LOCAL BANKS DISCOUNTED.

Credit granted on approved Securities, and

every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief

commercial places in Europe, India, Australia,

America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Company:

No. 1, Queen's Road East.

1062 Hongkong, 9th September, 1871.

Notices of Firms.

MR. CECIL GEORGE TATHAM is ac-

hored to sign our firm per presentation

to Foggie from this date.

HOLLIDAY, WISE & Co.

Im 1870 Hongkong, 11th November, 1871.

NOTICE.

DURING my temporary absence Mr. Wm.

MATTHEWS will sign my name per pro-

curation.

FREDERIC DEGENAER,

1870 Hongkong, 6th November, 1871.

NOTICE.

THE business hitherto carried on at this

place under the style of BAUSCHILD &

CO. having been amalgamated with our

firm by Mr. L. HAUSCHILD and Mr. F.

SHUMANN have the pleasure to announce

in future we will consist of

Mr. Wm. G. HALE,

J. G. CASWELL,

L. HAUSCHILD,

F. SORNSEN,

W.M. G. HALE & Co.

1871, October, 1871.

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SHUMANN have the pleasure to announce

in future we will consist of

Mr. W. J. H. LYALL & Co.

1871, October, 1871.

NOTICE.

THE interest and responsibility of Mr. J.

DEPRAE in our firm, ceased on this

date.

E. ESTARIO & Co.

1870 Hongkong, 1st September, 1871.

NOTICE.

M. R. WILLIAM ABBOTT, TURNBULL &

CO. is authorized to sign our firm from this

date.

BIRLEY, WORTHINGTON & Co.

1870 Shanghai, 1st May, 1871.

NOTICE.

THE interest and responsibility of Mr. J. A.

BIRTH.
On the 16th instant, the wife of W. H. G. Hockin, Esq., Commander, R. & C. Co.'s Service, of a daughter.

The delivery of the Daily Press from this office commenced on Friday morning at 10.30, and the last messenger left the office at 10.40.

The Daily Press

HONGKONG, NOVEMBER 18TH, 1871.

The Report from the Special Committee upon the Wharf brings matters into a comparatively manageable compass, and it may be hoped that the ultimate decision of the Governor in Council, with whom it appears from the Ordinance just passed, the matter now rests, will meet the general wishes of the public. The trouble which has been taken by the Hon. Mr. Kieswick has not been unproductive, as it has had the effect of inducing the Committee to recommend that there be two openings 40 feet wide, instead of only one as previously proposed, and has brought the question at issue between those who consider the erection of the wharf will prove an obstruction, and those who hold a contrary opinion, into a very small compass. The Committee recommend two openings of 40 feet within 300 feet of the Praya, but do not hold that they should be raised as much as ten feet at high water. To allow, however, of the passage of larger boats, they propose that there shall be a drawbridge, or that one of the two openings should be of the height of 10 feet above high water mark. Mr. Kieswick, on the other hand, is of opinion that the drawbridge plan would be undesirable, as greatly impeding traffic, and that there should be two openings of 40 feet allowing a height of 10 feet at high water. The matter is thus reduced to a very small compass, and it will not be imagined to be difficult for the Governor in Council to come to a decision.

The chief consideration in regard to this point is clearly whether there would be any serious engineering difficulties in the way of Mr. Kieswick's plan, as there can be no question of the greater advantage which it would be to the public. He stated that he understands such would not be the case, and if his information is correct, it would certainly be to the interests of the public that there should be the two openings of 40 feet as he proposes.

It would have been more satisfactory if further evidence on this point had been elicited, but no doubt it will be duly considered by the Executive. One question has not been considered, that is, whether the wharf might not be bogged to the distance necessary to procure the extra height without either very greatly increasing the expense or interfering with its working. Certainly, if by this, or some other similar contrivance, the plan of having two large openings could be arrived at, a distinct advantage would be gained, and the various difficulties connected with the drawbridge plan would be obviated.

The London and China Express, whose comments upon subjects with the facts of which it is acquainted, are generally well worth reading, has of late taken up a course which, if persisted in, must cause it to lose much of the weight which it has hitherto enjoyed. It is getting into the bad habit of commenting upon a matter concerning which it possesses but very defective information. News-papers cannot of course withhold all notices of passing events until all that can be known about them has been ascertained; and if they did this, they would give up one of their most important functions, that of commenting upon questions with the express view of eliciting further information with regard to them. But a newspaper may be expected to state correctly such facts as are well known at a given moment, and should be most sparing in making assumptions when it is possible with a little trouble to ascertain what the actual facts are.

We had recently occasion to call attention to the egregious misconception into which the London and China Express fell with reference to the meeting concerning the Police Force, and we now find an error exactly the same description made with regard to a remark by Chief Justice Smales concerning the Kwok Lai case. A casual observation which fell from him, the effect that he had not felt himself since the master came before him, it is construed into his having shown signs of altering his opinion. We can state with perfect confidence that Judge Smales has done nothing publicly to lead to such a conclusion, and far as we can ascertain, there is no reason whatever to conclude that he has in the slightest degree modified his views. It is certainly rather hard upon him that he should be blamed on one side for holding to his opinions, and on the other for showing signs of giving them up; and it is only just to notice how completely unfounded the latter objection is.

It may also be added that the China Express is equally mistaken in stating that Kwoi Asing had been tried before the Ching-Ju-jue. This error was made by some other of the home papers, with whom it might be excusable; but a paper specially devoted to China matters, might reasonably be expected to be better informed. The whole end and aim of the proceedings with reference to Kwoi Asing—it cannot be so emphatically asserted—is to ascertain whether he should be given up to be tried or whether he should be brought forward to be tried, on a charge of piracy *jure gentium* in the Supreme Court; and the cardinal mistake which the China-Ju-jue appears to have made, was that of virtually deciding on the merits of the case, when it was his business only to say whether there was or was not *prima facie* evidence of the existence of grounds for proceeding against the accused, in which case it would be his duty to order him to be tried by the proper authorities, that is, by the Chinese, if the offence appeared to be against Chinese law, or before the Supreme Court, if it was to be held to be piracy *jure gentium*. It is very lamentable to see a paper of some standing first of all mistaking the nature of the case, and so pronouncing a judgment which there can be very little question was a mistake, and next blaming the China-Ju-jue for inconsistency and for wavering in his opinion, when the main complaint against him here is unquestionably that he has shown himself prepared to adhere with only too much consistency to what is generally looked upon as an erroneous view of the subject.

We give on the fourth page, the first portion of a very interesting series of "Notes on English Law," which have appeared in the London Daily News.

The November Criminal Sessions will be opened to-day (Saturday), but neither jurors nor witness need attend, as the Court will immediately adjourn to Tuesday next, at 10 a.m.

This evening, the performance of the British Troupe is to be for Miss Nellie Hooper's benefit. We are glad to hear that a large number of seats have already been taken, and that it is likely to be well supported.

Mr. Small has published a little book under the title of "The Queen's Songster," which contains the words of the various local songs which he has given during his stay here. It will be a amusing memento of many pleasant evenings.

Mr. Baynes, of the Oriental Hotel, has called attention to an error which was made in the report of the Meeting of Justices concerning his house. It was stated that he had hired his No. 4, Wyndham Street, and let it to a prostitute. The Queen's Advocate said that the house in question was part of the lot which he leased, but separated from the hotel, and that he had let it to another person, who sublet it to a prostitute described, but that Mr. Baynes on discovering it, had given the tenant notice to go away.

An inquest was held yesterday on the body of Mak-saw, a coolie employed in the building of the salient tropes. He was seen alive about their workplace a short while before he was found, non-nom, in a dying state on the ground. The post mortem showed great disease of lungs and heart. A verdict was returned that death from natural causes.

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Mr. Baynes' argument was that the junk declared in a count was not the same as the Queen's Advocate said it was, and that the Queen's Advocate—But I have not decided all.

His Lordship—But if you had.

His Queen's Advocate—If I had decided I should have declared in two counts.

Mr. Baynes—What I say is, that they must recover *securitas aliquid et probato*, and not on a hypothetical case.

His Lordship—But if they may accept your view?

Mr. Baynes—And they might do that.

The Queen's Advocate—That's what we have done, say, even according to your own view you are to blame for the collision.

His Lordship asked whether they could not make a composite case.

Mr. Baynes thought not when the two were totally irreconcilable. It depended entirely on the question of the moving of the rudder of the vessel. One side said it was not the fault of the other, and they saw an effort produced which could not be denied. They were to blame for the moving of the rudder.

His Lordship had three oars open to him; to accept the junk's story, to accept the Ocean's story, or to place the two in even scales. If the Ocean's story was accepted, he contended that the two which he had cited the City of Amherst v. the Friedrichs would decide the present one. He would now take up the account at the point at which he had left off.

The Queen's Advocate—That's what the court of enquiry will have to do. The Queen's Advocate—That's what the court of enquiry will have to do.

Mr. Baynes—Yes, my lord, I think so. At all events a very unfortunate circumstance.

His Lordship—Unfortunate certain, but not entirely.

Mr. Baynes thought it was both curious and unfortunate. At any rate he was said to be dead, and they thus missed the two most important witnesses in the whole case. As to the answer which Mr. Oliver gave, which was said to be the key to the whole case, "A man of war does not alter her course for every junk that comes in her way," it was quite clear that this was not the case.

His Lordship said that was evidently the case.

His Lordship—Of course. As to carelessness that is entirely out of the question.

Mr. Baynes said the question then would be what was the measure of precaution which a steamer was bound to observe in meeting junks. Now although junks were within the General Maritime Law, men of the class which generally manned them were not in a position to know it; he had not been able to do so.

Mr. Baynes—It was no defense to say that they exceeded the ordinary rules of ships during navigation.

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Yesterday the Directors of the Bank of England raised the rate of discount from 3 per cent., at which it was fixed on the 21st instant, to 4 per cent. Consols were last quoted yesterday at 92½ to 93 for money and a crown. Foreign securities with English Railways, in the face of the advance in the official rate of money were purchased and sold at a general advance. The sum of £21,300 in sovereigns was withdrawn from the Bank. There was a strong demand for discount at the Bank. In Lombard-street and Cornhill there was little fresh to report. The brokers, however, did not work below 4 per cent.

THE LOSS OF THE "MAGARA."

(London and China Express.)

The following extract from a private letter of Acting Lieutenant Jones contains some interesting particulars on the loss of the vessel:—Shortly after the discovery of the leak, and when hounds were sent to search for it, to keep the water down, a shrub-wood was purchased to be placed under the ship's bottom; but no body being able to fix the position of the leak, and it having become requisite on June 14th to get steam up to pump the water out, the idea of using the sail was abandoned, and it was determined to make for St. Paul's with all possible speed, and then ascertain the extent of the damage. Our mainmast drove were sent down. They reported, with the centre of a plate, on the port side, about twelve feet abaft the mainmast and eight feet from the keel. The inside was now examined in that vicinity, and it was found that many of the girders near the lead were carried away, and, further to increase our difficulties, the plates occasionally got stuck with small pieces of iron on the ship's bottom. It was also found that the plates which had been disengaged, under these circumstances, had been secured so that it was impossible to proceed to Australia. Preparations were therefore made to land the crew. Accordingly the 16th, 17th, and 18th were employed in landing provisions and stores, and building tents.

June 19.—The wind was so strong and the sea so heavy that boats could not work, and it was impossible to keep clear of the rocks under steam, so we were compelled to run for the bar and make the best of it, and this was very cleverly done. Everybody now got to work from daylight to dark landing stores and provisions. Two Frenchmen were found on the island; they said there was very little water, and that it was seldom that a ship came in sight; however, our people found water on the high land, and so we soon rigged up a condenser apparatus near the beach, which will supply all needed water so long as fuel lasts. There is a good deal of sand on the island, and there are many wild plants, also small vegetables, carrots, and celery; fish and crayfish abounded, and easily caught.

About June 22d a ship was reported in sight. Fancied our excitement. I was on the beach, and so was sent away in the lifeboat in pursuit, and after running about five miles to cut her off, she passed, flying away to leeward under double reefed topsail and fore sail, not apparently seeing us at all, and so we had to return through our wet and cold, and glad enough were the captain and all hands to see us back, for it had long since been dark and there was a smart breeze. I was now ordered to be always ready to intercept any ship that came in sight; and go in with despatches wherever she was bound. A letter-bag was kept in the sentry's charge, in which the captain's orders to the Admiralty were kept, supposed to be always left with my portmanteau ready in the boat.

I had started on several other occasions in pursuit of vessels seen at a distance, but all in vain, till Sunday, July 16, when we were startled with the cry of "Sail ho!" We had not seen one for many days. I was at once abroad with the despatch-bag and portmanteau, and soon saw a large ship off the north point; so I stood out and the shortened sail, and I found myself on board the Dutch ship Aurora, bound for Sourabaya, Java. Captain and crew were somewhere where I left, so I did not see him. However, I had my orders to go where any ship would take me, and communicate with the Admiralty and senior naval officer. The boat returned, and the master of the Aurora waited for some hours to see if anything else was wanted, and then shaped his course for Java. And we began to look about us and examine the latter part of every day, to see if no letter from Captain Thorne had got to him reporting the loss of the ship. His letter used always to be left in the bag in case of my having to start without seeing him. He must have had it out to make additions, and never put it back again. So I shall have to write a report to the Admiralty of all I know about the loss of the ship, and I suppose I must be brief, and not enclose the captain's report, at any rate, I have no official documents to guide me.

COMMERCIAL INTELLIGENCE.

NOVEMBER 17TH, EVENING.
The drug market has kept quiet and weak, with a small native demand. For Patna at \$712½ transactions have likewise been done at \$707½ to \$708½ from speculators hands. Bazaar at \$702½ to \$707½, on cash and credit terms. Patna, 11th sales, on three weeks, \$712½ to \$715. In Malwa nothing has been done, it is nominally quoted at \$645 to \$650.

November 18TH, MORNING.
Patna \$707½ to \$712½, mattocks. Between \$702½ to \$707½. Malwa \$645 to \$650, nominal.

Bazaar shares again risen, old 1/20 charged hands at \$64 to \$65 per cent. premium, and new at 63 per cent. premium for cash; nothing doing on time. In Fire Shares, Hongkong are in demand at \$585. Chinas are quiet at \$61, and Victoria at \$64. Nothing doing in other stocks.

SHARNS.
Hongkong, Bank Shares, Old—64 to 65 per cent. premium.
Hongkong, Bank Shares, New—33 per cent. premium.

Union Insurance Society of Canton, new shares—\$1,500 per share premium.

China Fire Insurance Company's Shares—\$2,500 per share premium.

China and Japan Marine Insurance—The 92 per cent. premium.

China Life Insurance Company—\$100 per share premium.

Hongkong Fire Insurance Company's Shares—\$55 per share.

China Fire Insurance Company's Shares—\$61 per share premium.

Victoria Fire Insurance Company's Shares—\$64 per share premium.

Hongkong and Whampoa Dock Company's Shares—25 per cent. discount.

Hongkong and Macao Steamboat Co.'s Shares—33 per cent. premium.

Shanghai Steam Navigation Company—Tta. 82 per share premium.

China Sea, Siacon, and Straits Steamship Company—5 per cent. discount.

China and Straits Steam Navigation Company—25 per cent. discount.

Hongkong Gas Company's Shares—\$62 per share.

Hongkong Hotel Company's Shares—60 per cent. discount.

Hongkong Distillery Company—10 percent. premium.

Indo-Chinese Sugar Company—\$16 per share discount.

Hongkong Pier and Godown Company, Limited—\$12 per share discount.

EXCHANGE.
On LONDON.—Bank Bills, at 3 months' sight, \$44
Bank Bills, at 6 months' sight, \$44
Credits, at 6 months' sight, \$44
Documentary Bills, at 6 months' sight, \$44
Bank Bills on demand, \$44
On NEW YORK.—
Private, 5 months' sight, \$44
On HAMBURG.—Bank, 3 days' sight, \$220
On CHINA.—Bank, 3 days' sight, \$224
On SHANGHAI.—Bank, 4 days' sight, \$704
Bank, 15 days' sight, \$704
Private, 30 days' sight, \$714

SALES ON NOVEMBER 17TH, 1871.
(As reported by Chinese.)

White Waa, 3 months' sight, \$96.00, by Kin-fung to travelling merchant.

Salon Rice, 2,000 piculs, at \$2.12, by Hop-hing to Hongkong merchant.

Salon Rice, 1,500 piculs, at \$2.10, by Hop-hing to travelling merchant.

Black Pepper, 50 bags, at \$16.00, by Hop-hing to Canton merchant.

Camphor, 50 boxes, at \$18.40, by Shun-ke to Canton-shan.

Opium, 1,000 boxes, at \$12.00, by Ningpo merchant to Yen-wu-chow.

Ningpo Cotton, 100 bales, at \$12.00, by Ningpo merchant to Yen-wu-chow.

Yellow Beans, 2,000 piculs, at \$2.28, by Ningpo to Kien-hue-chow.

White Beans, 1,500 piculs, at \$2.28, by Ningpo to Tung-tuan merchant.

HONGKONG MARKETS.
(As Reported by Chinese on the 17th November, 1871.)

COTTON—GOODS.

Cotton, 1,000 lbs., per picul \$12.00, 100 lbs., per picul \$11.50.

" 250 lbs., per picul \$12.00.

" 100 lbs., per picul \$11.50.

" 50 lbs., per picul \$11.50.

" 25 lbs., per picul \$11.50.

" 10 lbs., per picul \$11.50.

" 5 lbs., per picul \$11.50.

" 2 lbs., per picul \$11.50.

" 1 lb., per picul \$11.50.

" 1/2 lb., per picul \$11.50.

" 1/4 lb., per picul \$11.50.

" 1/2 oz., per picul \$11.50.

" 1/4 oz., per picul \$11.50.

" 1/8 oz., per picul \$11.50.

" 1/16 oz., per picul \$11.50.

" 1/32 oz., per picul \$11.50.

" 1/64 oz., per picul \$11.50.

" 1/128 oz., per picul \$11.50.

" 1/256 oz., per picul \$11.50.

" 1/512 oz., per picul \$11.50.

" 1/1024 oz., per picul \$11.50.

" 1/2048 oz., per picul \$11.50.

" 1/4096 oz., per picul \$11.50.

" 1/8192 oz., per picul \$11.50.

" 1/16384 oz., per picul \$11.50.

" 1/32768 oz., per picul \$11.50.

" 1/65536 oz., per picul \$11.50.

" 1/131072 oz., per picul \$11.50.

" 1/262144 oz., per picul \$11.50.

" 1/524288 oz., per picul \$11.50.

" 1/1048576 oz., per picul \$11.50.

" 1/2097152 oz., per picul \$11.50.

" 1/4194304 oz., per picul \$11.50.

" 1/8388608 oz., per picul \$11.50.

" 1/16777216 oz., per picul \$11.50.

" 1/33554432 oz., per picul \$11.50.

" 1/67108864 oz., per picul \$11.50.

" 1/134217728 oz., per picul \$11.50.

" 1/268435456 oz., per picul \$11.50.

" 1/536870912 oz., per picul \$11.50.

" 1/107374184 oz., per picul \$11.50.

" 1/214748368 oz., per picul \$11.50.

" 1/429496736 oz., per picul \$11.50.

" 1/858993472 oz., per picul \$11.50.

" 1/1717986944 oz., per picul \$11.50.

" 1/3435973888 oz., per picul \$11.50.

" 1/6871947776 oz., per picul \$11.50.

" 1/1374389552 oz., per picul \$11.50.

" 1/2748778104 oz., per picul \$11.50.

" 1/5497556208 oz., per picul \$11.50.

" 1/10995112416 oz., per picul \$11.50.

" 1/21990224832 oz., per picul \$11.50.

" 1/43980449664 oz., per picul \$11.50.

" 1/87960899328 oz., per picul \$11.50.

" 1/175921798640 oz., per picul \$11.50.

" 1/351843597280 oz., per picul \$11.50.

" 1/703687194560 oz., per picul \$11.50.

" 1/1407374389120 oz., per picul \$11.50.

" 1/2814748778240 oz., per picul \$11.50.

" 1/5629497556480 oz., per picul \$11.50.

" 1/11258995112960 oz., per picul \$11.50.

" 1/22517990225920 oz., per picul \$11.50.

" 1/45035980451840 oz., per picul \$11.50.

" 1/90071960903680 oz., per picul \$11.50.

" 1/180143921807360 oz., per picul \$11.50.

" 1/360287843614720 oz., per picul \$11.50.

" 1/720575687229440 oz., per picul \$11.50.

" 1/144115137454880 oz., per picul \$11.50.

" 1/288230274909760 oz., per picul \$11.50.

" 1/576460549819520 oz., per picul \$11.50.

" 1/115292109639040 oz., per picul \$11.50.

" 1/230584219278080 oz., per picul \$11.50.

" 1/461168438556160 oz., per picul \$11.50.</p

